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MUNICIPAL PROGRESS.

The "model street" is one of the unique exhibits of the World's Fair. It was installed on the grounds under the auspices of the department of social economy and is the first that has ever been shown in a complete, out-of-doors form at any exposition. That it has a place so prominent and is one of the most interesting features of the great show is due entirely to the growing civic spirit and interest in matters municipal. It will serve an admirable purpose by illustrating to visitors the ways and means by which even a small town may be beautified and improved. As an aid to the proper direction of municipal effort it is thorough and complete.

The street is located back of the manufacturers' building and immediately adjacent to the Lindell boulevard entrance. It is 1,200 feet long, approximately four city blocks, and is 42 feet wide, with grass lawns on either side between the roadway and sidewalks.

The pavement, parking and the entire equipment of the street are according to the latest and most improved methods and form part of the exhibit, so that the municipal authorities of any town need not go on a junketing tour around the country in search of information, but will find everything they may desire on the street, and with experts to explain the utilities shown.

The best method of installing sanitary sewers, storm sewers, gas pipes, domestic and fire-water pipes, electric conduits and so forth may be ascertained, and the paving of the roadway is divided into several sections, one showing asphalt treatment for streets, another vitrified bricks and so forth. Many different methods of curbing have been employed. The paving and curbing placed in close conjunction after this manner will enable one to judge their value by the simple method of direct comparison.

American cities, such as San Francisco, Buffalo, Kansas City, St. Paul, Minneapolis and New York, have separate exhibits showing the manner in which they conduct the several departments of municipal government, and in a park adjoining the town hall exhibits from European cities along similar lines are installed.

There is also an exhaustive display of standard and new street fixtures, lamp posts, fire plugs, kiosks and drinking fountains, and from time to time a septic tank, street cleaning and so forth will be exhibited in operation along the roadway.

The exhibit is practical in every respect and, as it comprises all the latest and best ideas of municipal economy, that it will be of the greatest value to municipal councils and boards in search of ideas for street and park improvements cannot be gainsaid. One feature of the display shows methods for planting trees along city streets, with special reference to providing a sufficiency of air and water around the roots, a simple matter, but one often neglected when cities attempt such a beautifying of their thoroughfares.

The buildings fronting on the street include several erected especially by American cities for the installation of their exhibits, a model town hall, model casino, hospital, library building, school, municipal museum and a railway station, the latter being the exhibit of Atlanta, Georgia, and is a modification of the new \$1,000,000 passenger station now in course of erection at that city. There is also a model square, showing methods for park improvements, and before the town hall is a beautiful monument by J. Massey Rhind, entitled "Civic Pride."

SUCH A GREATNESS!

Quite recently the duly accredited representatives of the colored population assembled and solemnly nominated a candidate for the exalted position of president of the great American republic. Heavens only knows what prompted this action on the part of the negroes, but presumably the convention was an inspired affair, calculated to reduce the republican vote in some of the close states—West Virginia, Wisconsin, Indiana, Illinois and New York. However that may or may not have been, these gentlemen of color assembled and chose one of their number for the office of president, thereby

conferring upon him the greatest honor that could possibly be conferred upon anyone, except alone his election to the office for which he was nominated.

According to census figures, there are in the United States 8,833,994 negroes. For many, many years the colored people of the country have been contending for more recognition, and generally have deplored their lowly lot. They have speculated upon what would transpire when "a coon sits in the presidential chair," and finally, it would appear, have undertaken to realize this ambition.

William P. Scott is held up as the choice of the 8,833,994 negroes of the nation for the presidency. He was chosen after mature deliberation by an aggregation of fellow-darkies, and it is only fair to presume all were attired in raglans. Just as the republicans and democrats named their candidates for president, so also did the negroes choose their standard-bearer.

And now the Scott nigger has broken into jail! In a dispatch appearing in yesterday's Astorian from East St. Louis the information is conveyed that Presidential Candidate Scott was recently convicted of conducting a disorderly saloon, whereupon he was fined, fine and costs totaling \$149. He paid \$50 on account and was given until Wednesday to come through with the balance. Being still delinquent, he was jailed.

Perhaps most of we white folks do not understand a negro's idea of a presidential candidate, but it does seem the darkies might have hit upon some better qualified candidate than a saloon keeper who had been fined for conducting a disorderly joint. Perhaps his incarceration may help his candidacy, but it should not be without lesson to other colored persons. This thing of being great is not so much of a joke, after all.

STEAM-RAILWAY CONSTRUCTION.

While there has been some falling off in steam railway construction in the United States in the first six months of the present year, as compared with the corresponding months of 1903, it is quite possible to attach too much importance to the fact.

Since January 1, nearly 2,000 miles of new railroad lines have been built in this country. This is at the rate of 4,000 miles for a full year, or about 1,800 less miles than were built in the calendar year of 1903. The latter year, however, was one of exceptional activity in railway construction. More mileage was added to our railway system in that year than has been added in any year since 1888, when the increase amounted to 6,900 miles. The years of 1899 and 1900 were years of great business prosperity in the United States, but in 1899 only 4,008 miles of new railroad lines were constructed, while in 1900 only a trifle over 3,500 were constructed.

It should be superfluous to say that steam railroad development has reached a point in this country at which railway construction will probably proceed at a slower pace than it did two, three and four decades ago. Most of the older states are now covered with a network of railroad lines and this is fast becoming the case in some of the newer states and territories. Of the 2,000 miles of new lines that have been constructed during the present year, less than 400 miles are situated in the states east of the Mississippi and north of the Ohio, while nearly 1,250 miles are situated in the region west of the "Father of Waters." There has been practically no addition to New England lines during 1904.

Undoubtedly one great contributing agency to this slackening in steam railway building is the rapid extension of electric railroad lines. These lines are rendering unnecessary and unprofitable, in many instances, the construction of short steam railroad lines, particularly for passenger traffic. They are cutting, in nearly every direction, into the local traffic of the steam roads and causing the latter to depend more largely on long-haul traffic for revenue.

The abatement in steam railway building of late is probably due in some measure, of course, to an abatement in general business activity, but the full significance of it will not be grasped until the fact is taken into consideration that much of our country is now pretty well supplied with that sort of transportation service and that the electric lines are occupying a field that otherwise would be occupied by steam roads.

Several very proper visitors to the St. Louis exposition have made vigorous protest to President Roosevelt against the alarming lack of civilized garb that distinguishes some of the semi-savage representatives of the Philippine Islands. The critics should remember that propriety is not prudery and that even truth looks good to man when it is naked.

We have the statement of the Portland Telegram for it that a Portland murderer has been sentenced to be hanged "on a Tuesday." The murderer has good ground for an appeal—the law prescribes the manner in which the death penalty shall be inflicted.

The national democratic committee wants Mr. Bryan to stump the country for Judge Parker. Verily, eight years of nothingness has not lessened the nerve of the conservative untried.

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MURDERER TRIES SUICIDE.

Undertakes to Kill Himself at the Grave of His Victim.

Omaha, July 14.—William Michael Zeller supplied a horrible culmination to the brutal double murder of his wife and her father on Saturday by appearing unexpectedly in the midst of the mourners at the funeral this afternoon and slashing himself twice across the body, disemboweling himself.

A large posse of deputy sheriffs and police officers, assisted by scores of neighbors and friends of the murdered pair, had been hunting the adjacent woods and fields for miles around for more than two days. Many of these men had temporarily abandoned the search in order to be present at the funeral ceremony.

Suddenly during the services Zeller emerged from a thicket on the cemetery grounds and attracted the attention of the mourners. He was still armed with the knife with which he had committed the murders. Those at the grave were dazed at sight of the man. Before they had time to cry out or run he drew the knife twice across his abdomen and fell to the ground.

City Physician Ralph, who happened to be near by, snatched the knife from his hands and prevented him harming himself further. But the wounds were serious enough. Dr. Ralph said, to cause the man's death.

Zeller was carried into his own home, only a stone's throw from the scene, placed in a comfortable position and left in charge of a police officer.

To the officers Zeller was able to say a few words before he sank into an unconscious condition. It was gathered from his fragmentary sentences that he had lain out in the high brush between his house and the cemetery during the entire time the posse was searching for him, and he said that several officers passed within six feet of him.

"What was the cause of the tragedy?" Zeller was asked.

"My sons abused me and my wife took their part," he said. "It had been going on for years. It hurts me to talk."

He afterward explained that it was because he was desperate to get a drink of water and something to eat that he came out of his hiding place.

Zeller is a market gardener, who had always borne a good reputation until Saturday morning, when he stabbed his wife to death and then killed his father-in-law, J. R. Burkamp, 69 years of age, who had run to his daughter's assistance. Both of his victims died a few minutes, and Zeller then entered his dwelling, wiped the blood off the knife and struck out across a corn field. That was the last seen of him until his dramatic reappearance this afternoon.

DOUKHOBORS AT IT AGAIN.

Peculiar Sect Starts Another March in Search of Redeemer.

Chicago, July 14.—A dispatch to the Chronicle from Winnipeg, Man., says: Destitution and death for the Doukhobors is feared again, as most of the sect have started on another march in search of the Redeemer and refuse all assistance, including food. Most of the women and children are even now destitute of everything except a few rags which can hardly be called clothing and it is feared that unless the journey can be stopped immediately many will die.

Appeal Is Denied.

San Francisco, July 14.—The appeal of C. Alberts, master of the steamer Santa Cruz from the decision of the local board of inspectors, which suspended his license for running his ship on a reef off Wheeler's island, has been denied by Supervising Inspector Bermingham.

Night Was Her Terror.

A case came to light that for persistent and unmerciful torture has perhaps never been equaled. Joe Golobick, of Colusa, Calif., writes: "For 15 years I endured insufferable pain from rheumatism and nothing relieved me though I tried everything known. I came across Electric Bitters and it's the greatest medicine on earth for that trouble. A few bottles of it completely relieved and cured me." Just as good for liver and kidney troubles and general debility. Only 50c. Satisfaction guaranteed by Chas. Roberts, druggist.

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